

# BookletChart™

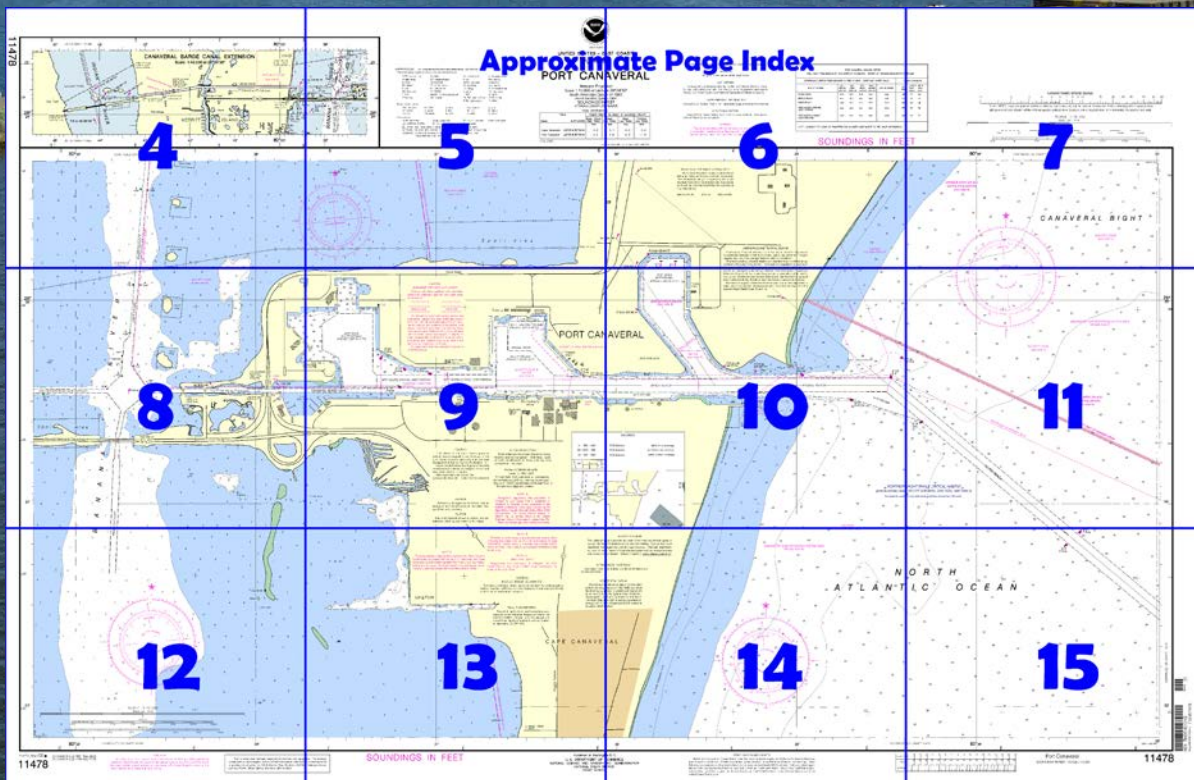
## Port Canaveral NOAA Chart 11478



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11478>.



**(Selected Excerpts from Coast Pilot)**  
**Port Canaveral (Canaveral Harbor)** is 4 miles southwest of Cape Canaveral Light and 150 miles south of the entrance to the St. Johns River. The city of **Cape Canaveral** is just southward of the port. The principal commodities handled in the harbor are petroleum products, cement, asphalt, salt, general cargo, citrus products, and newsprint. Commercial party fishing vessels, cruise ships, and many pleasure crafts operate from the port.

A U.S. Navy project for Port Canaveral provides for an entrance channel 44 feet deep to East Basin, thence 41 feet in East Basin. A Federal project provides for a channel 40 feet deep from East Basin to Middle

Basin, thence 35 feet deep in Middle Basin, thence 31 feet deep from Middle Basin to West Basin, and thence 31 feet in West Basin. The harbor is maintained at or near project depths. (See Notice to Mariners and latest edition of chart for controlling depths.) The entrance to the harbor is protected by jetties. The approach channel is marked by white **310°** lighted range and lighted buoys; the entrance channel between the jetties is marked by a green **270°** lighted range, lights and lighted buoys. The entrance to East Basin is marked by a red **325°30'** lighted range. Canaveral Barge Canal leads westward to Banana River and the Intracoastal Waterway from the western end of the harbor just west of West Basin entrance. (See also chart 11484 and chapter 12.)

**Caution.**—The National Marine Fisheries Service has advised that the sea turtles and manatees which inhabit the Port Canaveral area are considered to be threatened and endangered species. To protect these turtles and manatees, it is requested that excursions from the centerline of the approach and entrance channels be held to a minimum.

**North Atlantic Right Whales.**—Approaches to Port Canaveral lie within designated critical habitat for endangered North Atlantic right whales (See **50 CFR 226.203(c)**, chapter 2). The area is a calving ground from generally November 15 through April 15. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2 for limits, regulations, and exceptions.) Special precautions may be needed to protect and avoid these animals. (See North Atlantic right whales, indexed as such, chapter 3.)

Small craft should stay clear of large vessels entering, leaving, or maneuvering in the harbor.

**Dangers.**—The Navy pier on the east side of Middle Basin is within a **restricted area**, and East Basin is within a **danger zone**. (See **334.530** and **334.600**, chapter 2, respectively, for limits and regulations.) All areas north of the harbor channel are within defined Security Zones A and B. (See **165.705**, chapter 2, for limits and regulations.)

**Canaveral Barge Canal, Mile 893.8**, connects the Intracoastal Waterway with Port Canaveral described in chapter 10. A Federal project provides for a 12-foot channel from the Intracoastal Waterway through land cuts in Merritt Island, thence across Banana River, thence through a barge lock, and thence to the deepwater turning basin at Port Canaveral. (See Notice to Mariners and latest editions of the charts for controlling depths.) The lock, about 1.5 miles westward of the turning basin, has a width of 90 feet and a length of 600 feet, and is in operation between the hours of 0600 and 2130 daily. (See **207.160**, chapter 2, for canal and lock regulations.) Vessels are required to tie up fore and aft to the south wall inside the lock, allowing sufficient slack in the lines to provide for a rise or fall of water of about 4 feet. Vessels are restricted from using the lock while a petroleum barge is in passage. Smoking is prohibited within the lock. The channel is well marked by aids to navigation. Limiting clearances are 21 feet at the center for the State Route 401 drawbridges and 65 feet for the overhead power cables. (See **117.1 through 117.59** and **117.273**, chapter 2, for drawbridge regulations.)

A fish camp and several marinas are on the south side of Canaveral Barge Canal, both eastward and westward of State Route A1A highway bascule bridge. Berthage with electricity, water, ice, a launching ramp, pump-out station, and wet and dry storage are available. Several marinas are in the dredged basin on the south side of the barge canal opposite **West Basin**. Berths with gasoline, diesel fuel, electricity, launching ramps, pump-out stations, water, and ice are available; lifts to 75 tons are available for hull, engine, and electronic repairs.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See **Local Notice to Mariners**.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
○ (Accurate location)    ◐ (Approximate location)

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the **Notices to Mariners**. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Fla. Refer to charted regulation section numbers.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Melbourne, FL      WXJ-70      162.55 MHz

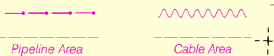
## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.013' northward and 0.810' eastward to agree with this chart.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

## INTRACOASTAL WATERWAY

Use chart 11485. The channel depths and markers are not shown hereon.

## NOTE C SECURITY ZONE

Regulations are published in Chapter 10, U.S. Coast Pilot 4. See Chart 11484, Cape Canaveral, for limits of Security Zone.

## NOTE B

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40 mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordnance, exists in the area.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE D

The heavy dashed magenta lines represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See **Notices to Mariners** or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Cape Canaveral	(28°26' N/80°34' W)	feet	feet	feet
	(28°25' N/80°36' W)	3.8	3.7	0.2
Port Canaveral	(28°25' N/80°36' W)	4.2	3.8	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Apr 2010)

## PORT CANAVERAL CHANNEL DEPTHS

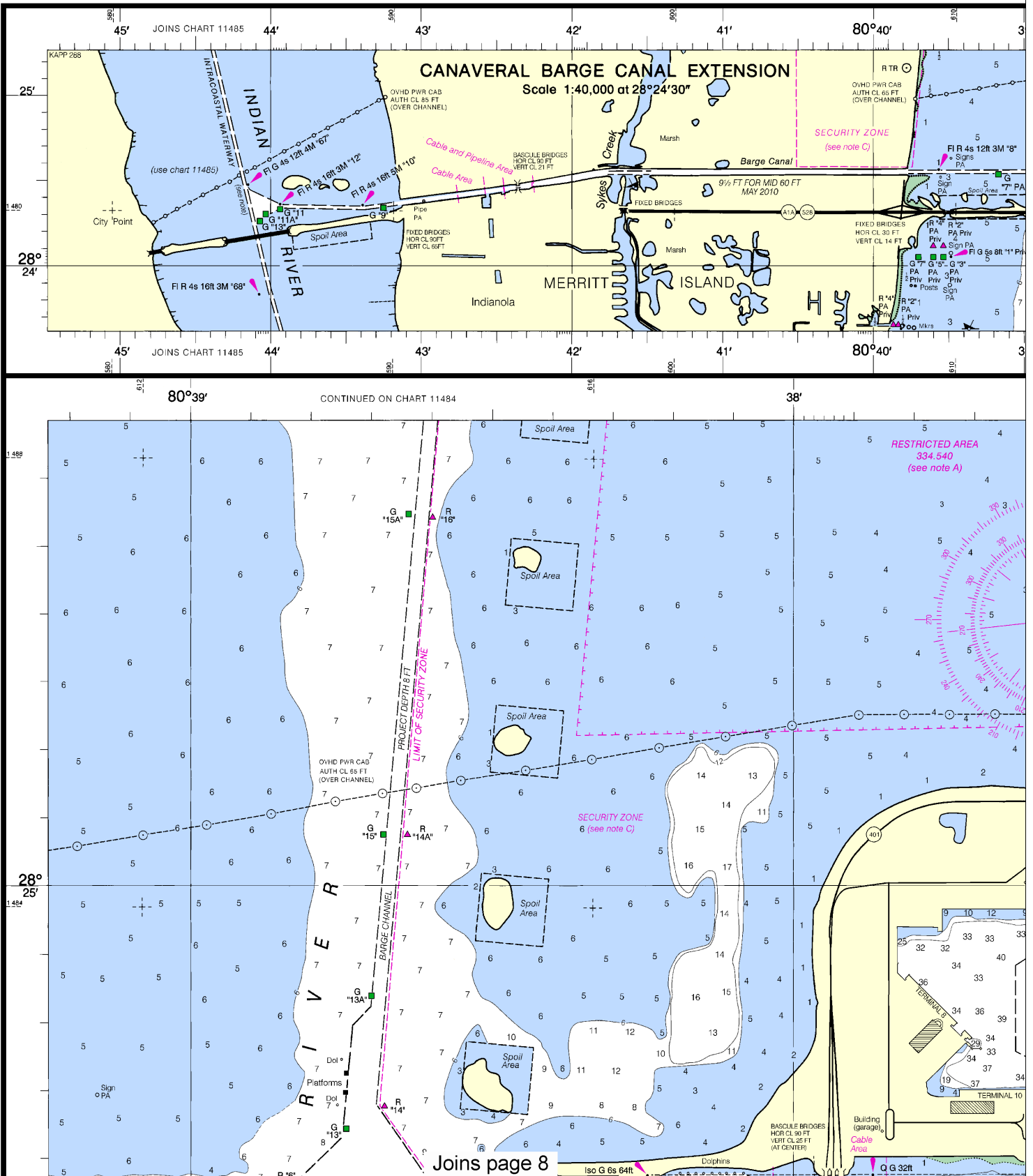
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) / DEPTH (MLLW) (FEET)
OUTER REACH	40.4	41.1	40.8	39.0	1-12	400	4.7 44
MIDDLE REACH	42.0	42.1	41.1	39.4	1-12	400	0.9 44
INNER REACH	40.1	41.8	42.0	38.4	1-12	400	0.7 40
WEST ACCESS CHANNEL (EAST PORTION)	37.8	40.2	41.3	37.5	1-12	400	0.3 39
WEST ACCESS CHANNEL (WEST PORTION)	35.4	35.5	35.3	35.3	1-12	400	0.3 31

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



4

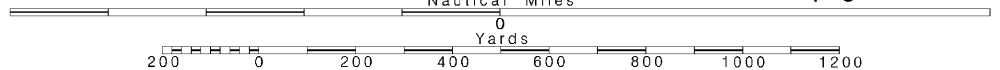


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000  
Nautical Miles

See Note on page 5.





UNITED STATES - EAST COAST  
FLORIDA

# PORT CANAVERA

Mercator Projection  
Scale 1:10,000 at Latitude 28°24'30"  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R En radiobeacon	Y yellow

Bottom characteristics:  
Bds boulders Co coral gy gray Oys oysters so soft  
bk broken G gravel h hard Sh shells  
Cy clay Grs grass M mud S sand sy sticky

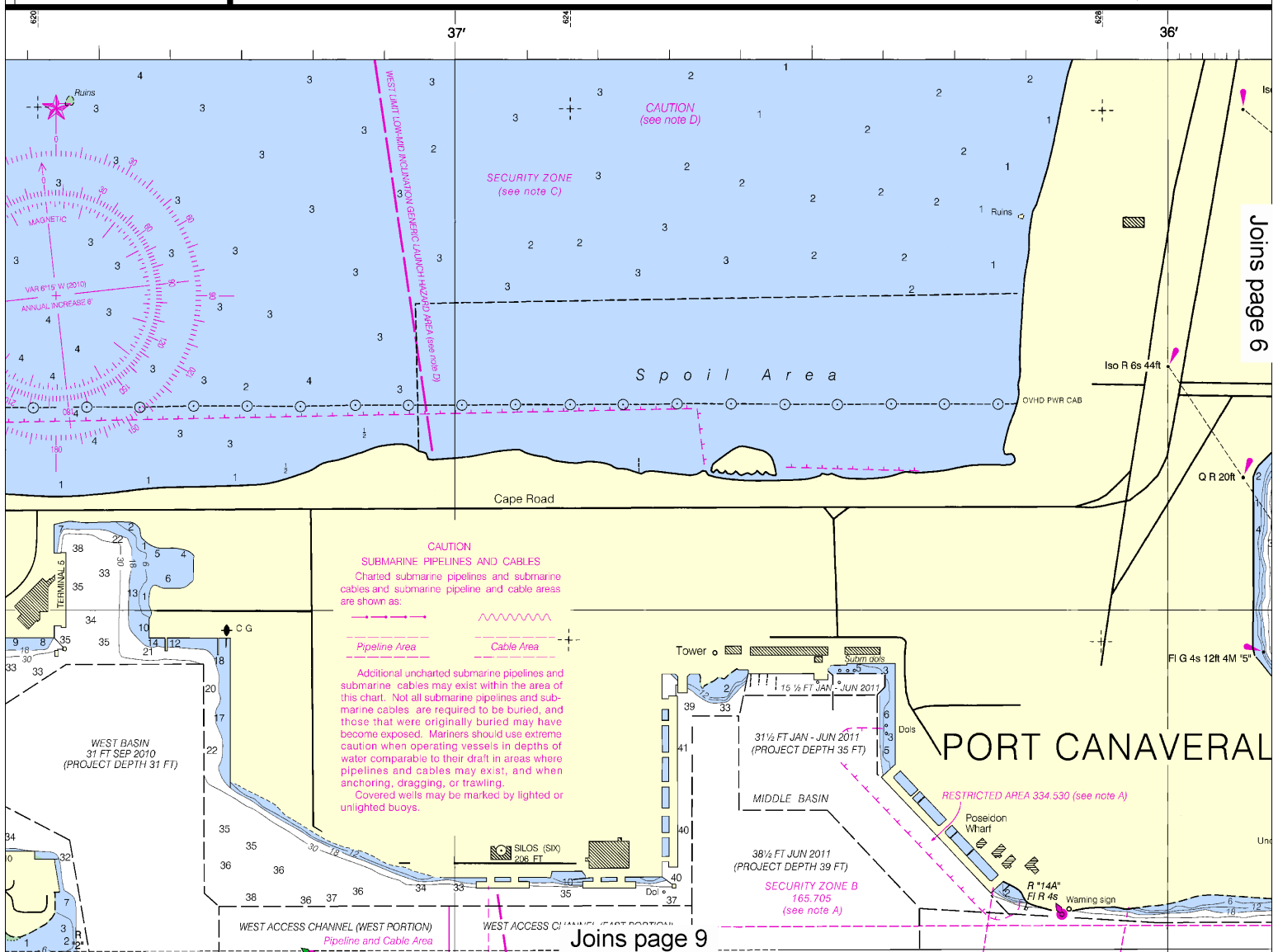
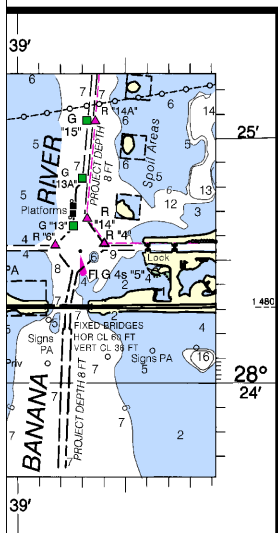
Miscellaneous:  
AUTH authorized Obstr obstruction PD position doubtful Subm submerged  
ED existence doubtful PA position approximate Rep reported  
JL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.  
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

## TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings		
			Mean Higher High Water	Mean High Water	M Low
Cape Canaveral		(28°26'N/80°34'W)	feet 3.8	feet 3.7	feet 1.6
Port Canaveral		(28°25'N/80°36'W)	feet 4.2	feet 3.8	feet 0.0

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water level predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Apr 2010)

Formerly C&GS 456, 1st Ed., Nov. 1957 K&L



This BookletChart was reduced to 70% of the original chart scale.  
The new scale is 1:14286. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



UNITED STATES - EAST COAST  
FLORIDA

# PORT CANAVERAL

Mercator Projection  
Scale 1:10,000 at Latitude 28°24'30"  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

TIDAL INFORMATION			
PLACE	Height referred to datum of soundings (MLLW)		
	(LAT/LONG)	Mean Higher High Water	Mean Low Water
		feet	feet
	(28°26'N/80°34'W)	3.6	0.2
	(28°25'N/80°36'W)	4.2	0.2

Columns indicate unavailable datum values for a tide station. Real-time water levels, but predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 4 for important supplemental information.

AIDS TO NAVIGATION  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

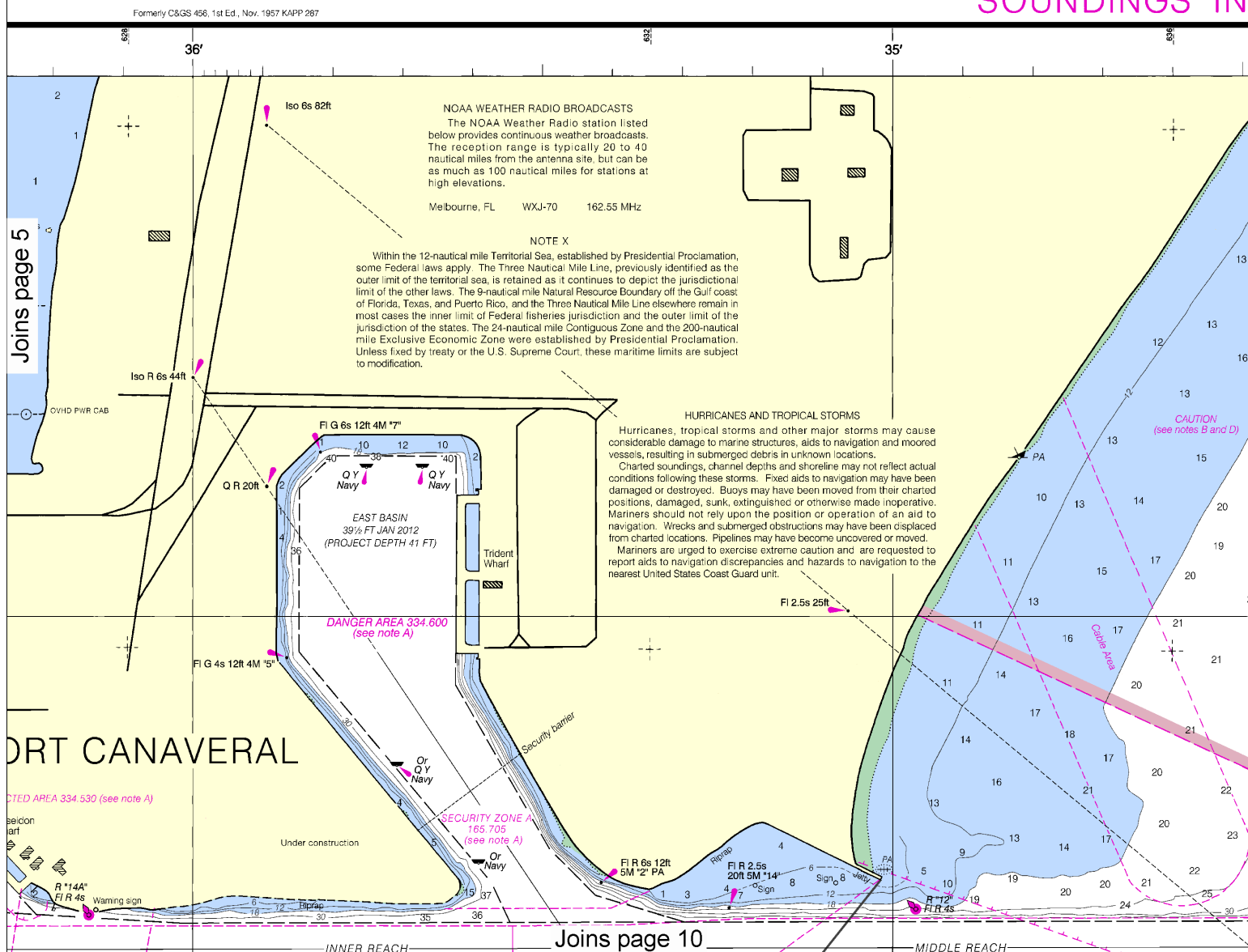
WARNING  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CHART 11478

PORT CANAVERAL CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEY					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY
OUTER REACH	40.4	41.1	40.8	39.0	1-12
MIDDLE REACH	42.0	42.1	41.1	39.4	1-12
INNER REACH	40.1	41.6	42.0	38.4	1-12
WEST ACCESS CHANNEL (EAST PORTION)	37.8	40.2	41.3	37.5	1-12
WEST ACCESS CHANNEL (WEST PORTION)	35.4	35.5	35.3	35.3	1-12

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE

## SOUNDINGS IN



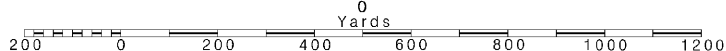
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

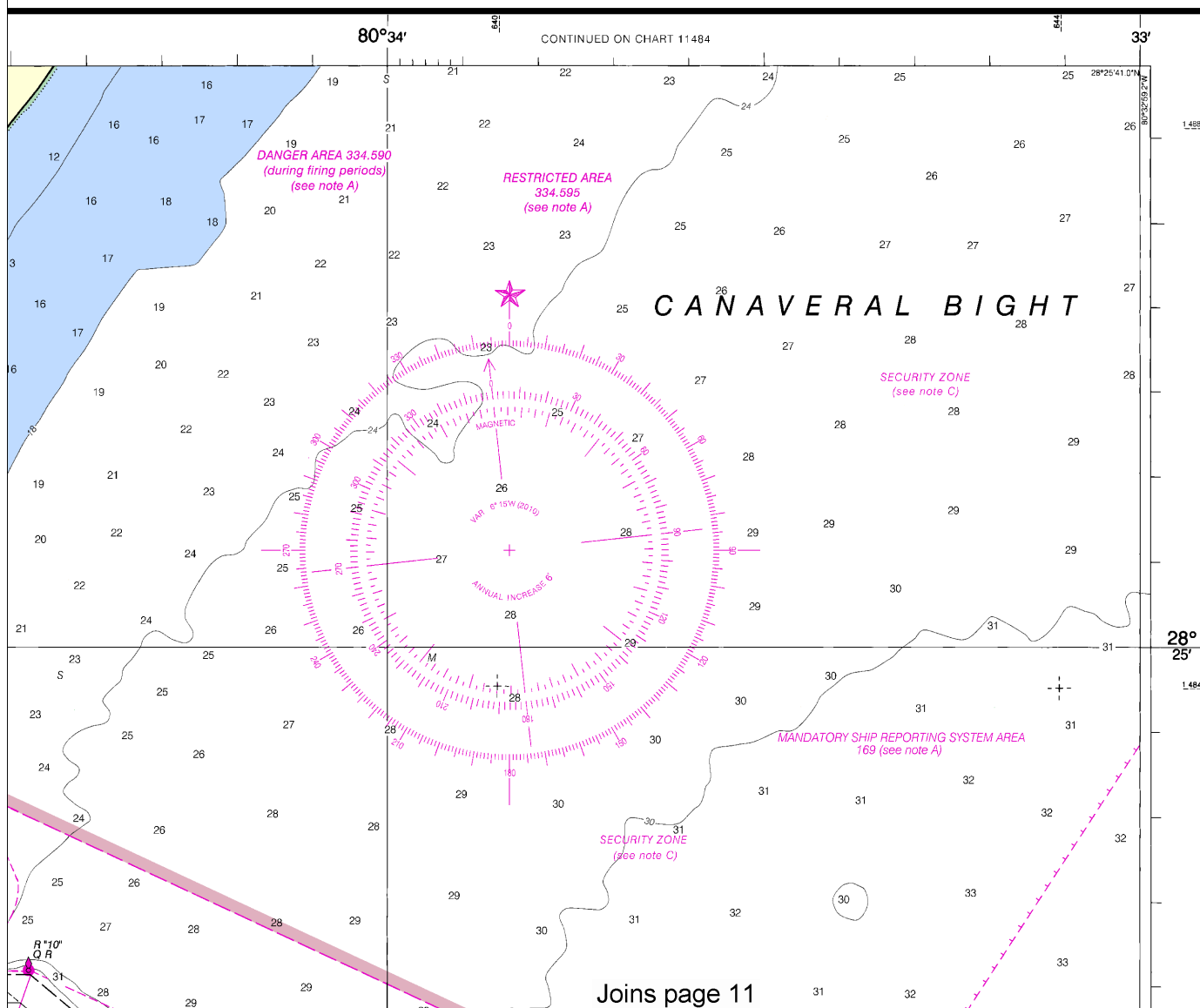
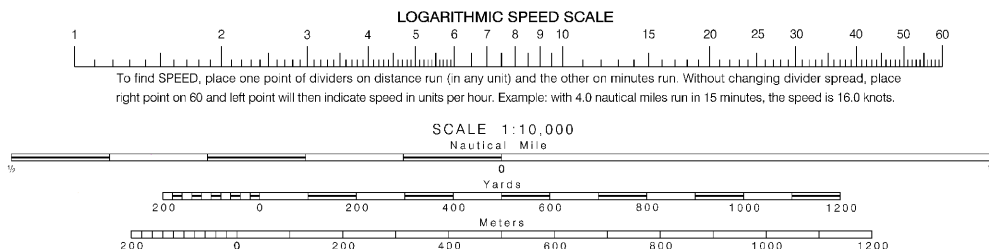
SCALE 1:10,000  
Nautical Miles

See Note on page 5.



KEYS TO JAN 2012			
SURVEY	PROJECT DIMENSIONS		
	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
-12	400	4.7	44
-12	400	0.9	44
-12	400	0.7	40
-12	400	0.3	39
-12	400	0.3	31

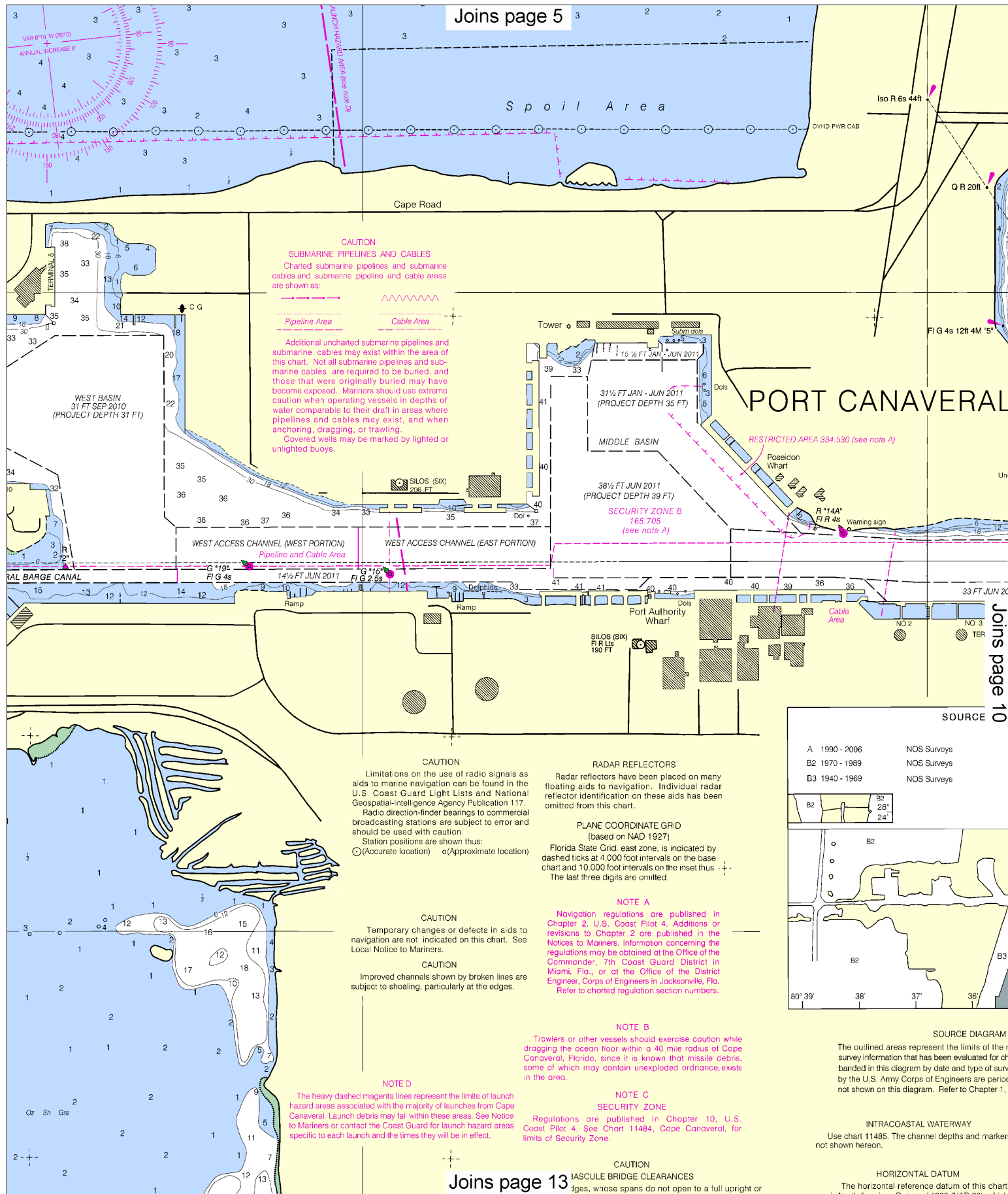
1 FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/15/2013,  
 NGA Weekly Notice to Mariners: 0413 1/26/2013,  
 Canadian Coast Guard Notice to Mariners: n/a.







some Federal laws apply. The Three Nautical Mile limit of the territorial sea, is retained as the outer limit of the other laws. The 9-nautical mile National Resource Boundary on the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Joins page 6

**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

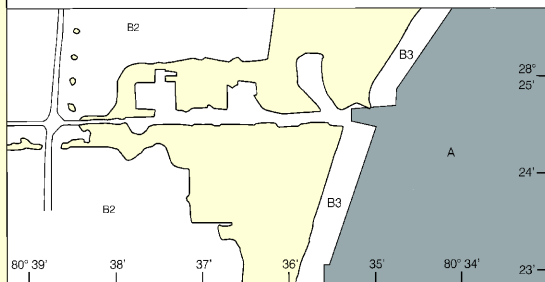
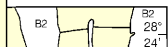
# PORT CANAVERAL

CTED AREA 334.530 (see note A)

Joins page 9

## SOURCE

A 1990 - 2006	NOS Surveys	full bottom coverage
B2 1970 - 1989	NOS Surveys	partial bottom coverage
B3 1940 - 1969	NOS Surveys	partial bottom coverage



## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## INTRACOASTAL WATERWAY

Use chart 11485. The channel depths and markers are not shown hereon.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which

Joins page 14

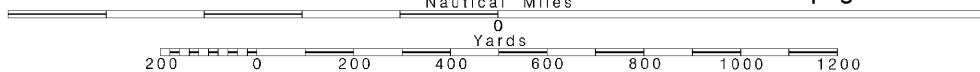
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.

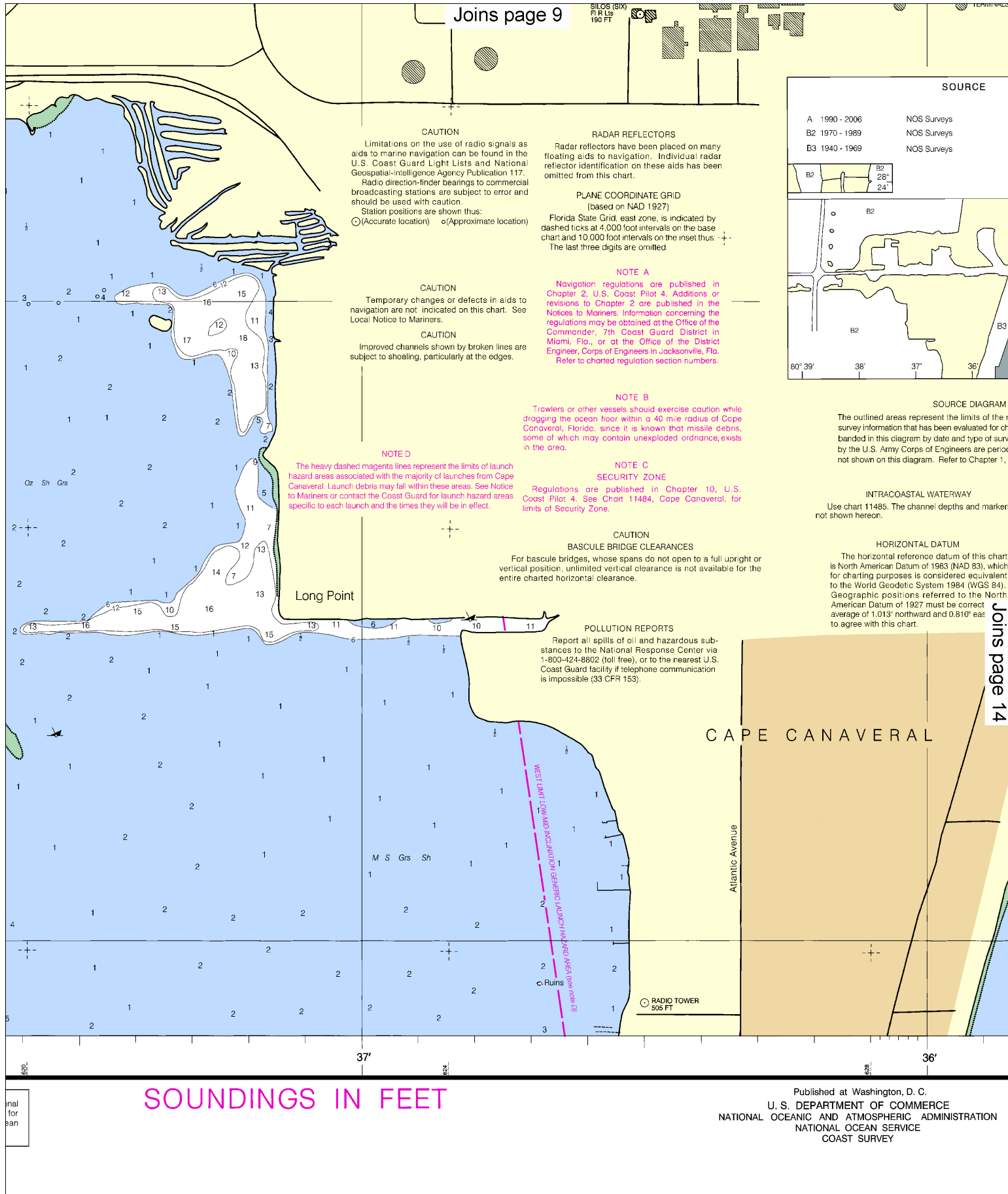


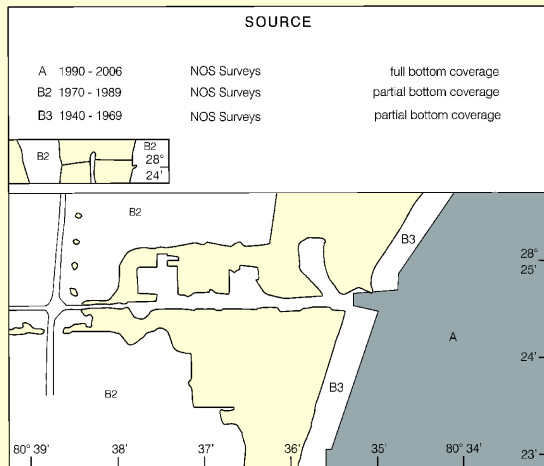
Joins page 7  
25 CANAVERAL BIGHT



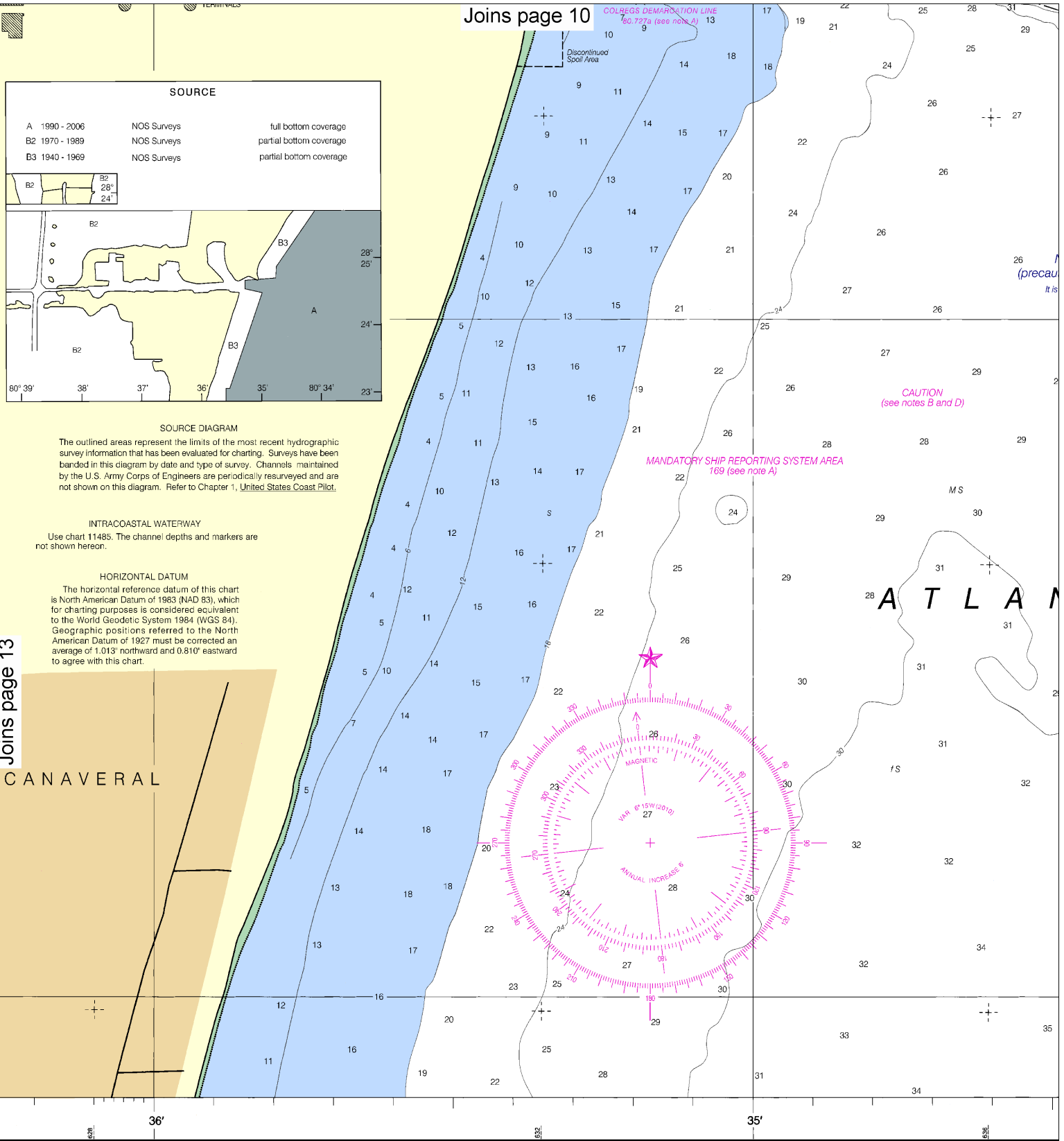






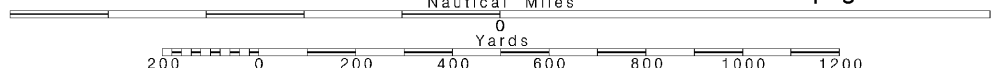


CANAVERAL



Published at Washington, D. C.  
U. S. DEPARTMENT OF COMMERCE  
OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

PRINT-ON-DEMAND CHARTS  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/ldr/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



Joins page 11

SOUTH LIMIT OF SECURITY ZONE

SOUTHWEST LIMIT OF DANGER AREA

OUTER REACH

NORTHERN RIGHT WHALE CRITICAL HABITAT  
utionary area: 50 CFR 226.203c, 224.103c; see note A)  
is illegal to approach any right whale anywhere closer than 500 yards.

N O R T H  
N T I C O C E A N

CONTINUED ON CHART 11476

CONTINUED ON CHART 11476

80°34'

1020.7 X 623.3mm

1476

23'

1476

33'

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Port Canaveral  
SOUNDINGS IN FEET - SCALE 1:10,000

11478



ED. NO. 22



NSN 7642014010149  
NGA REFERENCE NO. 11AHA11478



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

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Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
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Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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